am, dear sirs, with great respect, yours truly. J. H. GANZ A WAY TO GOVERN HAWAII.

SENATOR MORGAN'S EILL FOR A GOVERNOR AND COUNCIL.

IT IS APPLICABLE TO ANY FOREIGN TERRITORY ACQUIRED-COMMISSIONER WILDER SAYS IT IS SATISFACTORY.

Int Telegraph to the Tribune.]
Washington, Feb. 8.—From the day that it was first known that there had been a revolution in Hawali and that the commissioners now in Washington were oming here for the purpose of securing annexation of the Islands to this country, Senator Morgan, the leading Democrat on the Senate Committee on Forcim Relations, has been outspoken in favor of annex-ation. Senators Sherman and Frye of the same com-mittee have also expressed themselves in favor of arnexation; but if the reported remarks of Senator Morgan are accurate, his enthusiasm in the matter is considerable. Only a few days ago Senator Morgan is reported to have said :

Our duty under the circumstances is clear and we should evince neither doubt nor hesitation in the matter. The logical result of the situation is that Hawali should actually belong to the United States.' To-day Senator Morgan gave practical effect to his ews on the subject of annexation by introducing the

following bill in the Senate: "Whenever the United States shall acquire dominion over any fereign country or place by treaty or annexation or otherwise, the President of the United States, with the advice and consent o the Senate, may appoint a governor for the same and a legislative council to consist of any number of perwons, not less than five nor more than twenty-hve whose acts shall be subject to revision or repeal by Congress; and unless the treaty of annexation or cession shall otherwise provide, said governor and council shall constitute and conduct all provisional government for such country or place until Congress hall otherwise provide by law."

With reference to the purposes of the bill Senator Morgan said to-day : "I propose this bill to meet an emergency

tofore, on several occasions, in the acquisition of Florida, Texas and California for example, difficulty has been experienced in having no provision of law by which the civil authorities of the United S could be brought into operation. I am in favor of the institution of civil law in such cases as soon as possible after we acquire by discovery, annexation other means any territory. The bill simply gives the other means any territory. The bill simply gives the President rach powers as are vested in the rules of other countries in similar emergencies under their laws. If we should acquire the Hawaiian Islands by treaty or annexation there would be no method at hand for the establishment of United States rule, and during the time that would nece-sarily clapse before a permanent civil administration could be set up, there aid be practically no legal government over those islands. Under this bill the President can at one islands. Under this bill the President can at once
set in operation a provisional civil government, and if
the features of the bill were now in force the President
would be relieved from considerable embarrassment
in the grave questions which he is now considering.

It is a significant fact in connection with Senator Morgan's bill that secretary Foster and he were in consultation yesterday over the Hawaiian situation.

J. W. Foster, when asked whether or not Senator Morgan's bill was introduced in pursuance of any understanding with him, said that he had had no previous knowledge of the Senator's intention to prepare such a measure. Further than this he de-clined to express himself. In view of the intimacy existing between the Senator and the secretary grow ing out of their relation with the Behring Sea arbitration, it is not deemed probable that the bill we introduced by Senator Morgan in entire ignorance of the Secretar,'s views on the subject.

Mr. Wilder, one of the Hawalian Commissioners was seen by a reporter while engaged in reading a copy of the bill as published in the afternoon papers. He said that of course he knew nothing of the intention of Senator Morgan to propose such a bill, nor of the views of the Administration upon the subject, but it was exactly what the Commissioners desired for the islands in case annexation were decided upon.

"We must have something of the kind," he con-ned, "for the present at least. There must be some provision made by which the native population
will be prevented from taking hold of affairs and reto the condition which obtained before the revolution. If the right of suffrage be conferred upon the residents of the islands, the natives are numerous enough to elect the candidate supported by them. While they are bright, intelligent and good talkers, they are not broad and comprehensive in their views of things and can see nothing beyond the confines of the Hawalian Islands."

Mr. Wilder said that he had been for some hours ting a telegram from San Francisco announcing expecting a telegram from San Francisco announcing the arrival of the Australia, which was due there to-day from Honolulu. "The voyage from Honolulu to San Francisco." said Mr. Wilder, "usually requires seven days. The Australia should have been at her dock before noon, but has probably been delayed. We expect advices from the officers of the Provisional Government, and shall hear of the arrival of the steamer as soon as it can be communicated to us."

IN-FAVOR OF A PROTECTORATE. THE SENATE ADOPTS RESOLUTIONS LOOKING TOWARD THE ULTIMATE ANNEXATION

OF HAWAII. Albany, Feb. 8 (Special).-The Senate debated to

day Senator Erwin's concurrent resolution requesting resident Harrison and Congress to take steps to establish a protectorate over Hawaii with a view to ultininte annexation. Sénator Erwin said that it was proper for the State

of New-York to express an opinion on this important question. He called attention to the example of England, which has surrounded Africa and America with naval stations for the purpose of protecting her commerce. The United States and grown from a handful of colonies to forty-four great States, and it was time that steps were taken to extend our defences. On the Atlantic side England has naval stations and fortifications at Hallfax, Bermuda and in the West Indies. These were connected with each other and with London, so that the British Foreign Office could have warships bombarding New-York in two days and Boston in three days. On the Pacific side there was a similar Ene of navel stations which protected England's interests and threatened American coast cities. What had America done in this line? It had not a single station. Through the foolishness of a Senate had lost San Domingo and St. Thomas. It was time that steps were taken to make the United States a great naval power. The acquisition of the Sandwich Islands would protect the great and growing commerce of the Pacific coast. The United States should tell the Hawaiians to come in, and should give the deposed Queen, who he understood was a beautiful woman, a

Senator McCarren seconded the resolution. thought the matter of the protection of the United states should be thrown over the islands, and that the manizing influence of American civilization should

wherever possible. nator Cantor also seconded the resolution, saying that he could add nothing to the list of advantages which have been already enumerated. He trusted that President Harrison would take steps at once for

Senator Saxton said that he was in favor not only of sanexing Hawaii but Canada as well, when it could be

one with peace and honor and she was willing. Senator Edwards said that there were plenty of recedents for the annexation of the islands. They were remote; but so was Alaska when it was purpased and made a part of United States territory. The Islands were needed as a station for the protection of commerce and they themselves already carried on a

valuable commerce with this country.

Senator O'Connor cald that he had heard no reason

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why the resolution should be adopted, or why the United states should abandon a policy of a hundred. Their names are Peter Hynes, twenty-eight years old: United States should against a policy had caused every-years. Adherence to this policy had caused every-thing of value to slip through our fingers, and now thirty-five years old; Richard Murray, fifty-four years we are asked to reach out for Hawaii, which was the old; John Sheridan, thirty-seven years o'd, and Daniel only thing left. As for the spread of Christian in-fluence, he thought that effort might much better be Just where the men came from no one could tell.

semeans. He was opposed to annexation.

tentor Cogreshall expressed surprise at the attitude
taken by Senator O'Conner. But there had been on-

FIGURES ABOUT HAWAII.

SOCIAL, FINANCIAL AND BUSINESS CONDI-TION OF THE ISLANDS.

THE TOTAL POPULATION 89 930, WITH 1,928 AMERICANS-EXPORTS AND IMPORTS-COM-MERCIAL PROGRESS IN TWENTY YEARS.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Feb. 8.-Mr. Castle, one of the Hawailan commissioners, to-day furnished The Tribune with the following interesting information relating to Hawaii: The total population of the islands was in 1884, 80,375; in 1890, 82,000. The nationality of this population was in the latter year: Natives, 34,430; half-caste, 6,185; Chinese, 15,301; Americans, 1,928; Hawatians born of foreign parents, 7,495; Japanese, 12,069; Norwegian, 227; English, 1,344; Portuguese,

8,602; German, 1,034; French, 70; Polynesian, 588; other nationalities, 419. The Hawatian group is composed of fifteen islands, of which the one named Hawaii, with a population of 26,754, is the prioripal one. Mani has a population of 17,357; Oalm, 31,154, and Kauai, 11,859. With respect to occupation, social condition, school

attendance and ownership of land, the residents are classed as follows: Laborers, 25,466; farmers, 5,181; 196; clerks, 716; merchants, 1,233; professional, 633. The census of 1800 shows the nun ber of pupils attending schools to have been 9,872. Of the total Hawalian population, 38,380 are abic schools are divided int to read and write. The three classes, called native, English and independent There are thirty-six native schools, presided over by thirty-seven teachers and having 708 pupils. The number of English schools is ninety-four, with 10 teachers and 6,575 pupils. The independent schoolare forty-eight in number, with 136 teachers and an attendance of 2,663. The number of persons in Hawali owning real estate is 4,695.

The total number of registered voters is 13,503, which is divided among the different nationalities as follows: Natives, 8,777; half castes, 777; Hawalian born, foreign parents, 146; Americae, 627; Deltish 505; German, 383; French, 22; Portuguese, 2,001; Nerwegian, 78; Polynesian, 42; other nationalities

The postal savings bank system is a successful in stitution in Haweit, and is very generally patronized by its inhabitants. The number and amounts of depesits for the year ended December 31, 1800, were for Honolulu 6,456 and 8638,371 17, and in the country 973 and \$94,204 97. During the Year 1,447 new accounts were opened at the banks, 157 renewed and 146 closed. Of these amounts Americans deposited \$237,551; Pritish, \$220,192; Germans, \$121,556, and Hawaiians, \$149,047. From a table of the receipts, expenditures and public debt of Hawaii for blennian periods the showing for 1800 is: Revenues, \$3,262. 196 85; expenditures, \$3,250,510 35; cash balance is treasury, \$491,152; public debt, including posta banks deposits amounting to \$947,000, \$2. 509,502 94.

The total amount of Hawaiian imports for 1890 wa \$6,962,201. The principal articles imported and value of each were as follows: Clothing, \$497,295; cotton 8504,046; hardware and agricultural implements 8376,156; humber, \$340,156; machinery, \$532,070 spirits, \$118,871; paints and oils, \$140,615; railread naterial, \$114,017; saddlery, curriages and material, 8114,135. The division of these imports was in amount as follows: The United States, \$5,259,154, or 76 per cent; Great Britain, \$1,104,022, or 15 per cent Germany, \$148,288; New-Zealand and Australia, \$142 554; China and Japan, \$277,607; other countries The value of articles imported into liawa paying duties, amounted to \$2,557,074; those free by ivil code, \$432,238; those free by treaty with Unite tates, \$3,078,000. The value of articles imported ree was \$437,238. In 1889 the customs receipequalled \$550,010; in 1890, \$605,056, showing an in crease in the latter over the former year of \$145,946.
The value of Hawalian exports for 1*90 amounted

in all to \$13,023,304. The chief products were sugar, nelasses, rice, coffee, goatskins, hiles, tallow, wool, betel leaves, sheepslens, pineapples, vegetables and plants. With the exception of 1,200 pounds of sumr and 102 pounds of coffee sent to Australia and 10,089 pounds of coffee sent to the islands of the Pacific. practically all of these experts were shipped to the United States. Of specie, the record of 1800 shows

Exports 2,306,358 3,781,717 13,874,311
Revenues, exclusive of 1-208 417,956 839,918 1,495,023
Expenditures 408,950 747,818 1,303,775
Public deb2 126,568 388,900 2,599,502
Axecsed value real exact 4,808,815 10,629,607 17,704,119
Axecsed value personal property internal taxes of Hawah for 1830 amounted to \$1,032,795. Of the new 6 per cent bonds there are taken in Honolinia, \$206,309; in London, \$980,000; the total value of the loan being \$1,736,300.

AWAITING THE AUSTRALIA.

San Francisco, Feb. 8.-The steamship Australia which was expected to arrive from Honolulu this morning with further news of the Hawalian revolution has not been sighted. Paul Neuman, formerly member of the ex-Queen's Cabinet, is supposed to be one of the passengers on his way to Washington as the representative of Lilinokalani.

ANNEXATION SENTIMENT IN EOSTON. Boston, Feb. 8.-In the House this afternoon Boston Representative asked leave to introduce a memorial to Congress asking that body to annex Hawaii. The request was refused-85 favoring, 63 against, lacking the necessary four-fifths.

ECKSTEIN NORTON'S WILL PROBATED.

The will of Eckstein Norton, the banker of this city who died at his home in St. George, S. I., on January 12, was admitted to probet yesterday before Surrorate S. D. Stephens at Richmond, S. I. The document is dated May 20, 1892, and names as executors Lucy Moore Norton, his widow; James H. Moore, of this city, and George W. Norton, of Louisville, Ky. Besides the general bequests to his widow, the testator has made the following: To his sister, Sarah N. Ryan, 85,000 far value stock of the Chesapenke, Onle and Southern Ralizord, 65,000 in second morigane louds of the same and 410,000 of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Mission of the stock of the Northern Name and Name a \$10,000 of the stock of the Newport News and Missis sippl Valley Ruffroad, all the stock to be figured at par without reference to its market value. The testate-directs that the executors shall create trust funds of \$35,000 for each of his five children—three daughters and

two sons. The sons are to receive half their share when twenty-five years old, the rest to remain in trust. The executors are also directed to create a special fund of \$250,000 for the benefit of his widow. At the death of the latter this sum shall be divided equally among the surviving children.

TYPHUS STILL SPREADING.

DR. BRYANT MAKES A REPORT UPON THE LODG

ERS IN POLICE STATIONS. The revival of the outbreak of typhus continue yesterday. Before midday ten new cases and three deaths had been reported, and of these six came from the workhouse on Blackweil's Island. According to the new rule, all patients from Blackwell's Island will in future be under the direct charge of the Department of Charities and Correction. The six men found there on Tuesday night and yesterday were promptly put into tents, carefully isolated

fluence, he thought that chort might much better be expended at home than on benighted Africans and sameans. He was opposed to annexation.

The men themselves were either unable or unwilling to say where they had slept before their arrival at

taken by Senator O'Conner. But there had been objecters to the foundation of the Union and to every ferward step that had been taken since. Hawati was a semi-tropical country of much fertility, and would add largely to the wealth of the Nation. When Alaska was annexed many persons scouted the project, but the territory had been worth milli us and would be worth billions of dellars to the United States.

An amendment offered by Senator McClelland providing for annexation direct was voted down and the resolution, as drawn by Senator Erwin was adopted with no dissenting voice. Four other men suffering from the disease-John morning. William Interburg, seventy-two years old, taken to Bellevue Hospital on Sanday, succumbed to the disease an hour later; John Callahan, of No. 66 Third-ave., who, on Saturday walked into the office of the Department of Charittes and Correction, at Eleventh st, and Third-ave., was the last of the three

Late yesterday morning, it was found that Kenny one of the men who had walked into Hellevue, had lived at No. 223 Powery. It is possible that his companions may trace their infection to the same There are now three typhus camps, one in the Believne Hospital grounds, one on North Brother

Island and a thirt on Blackwell's Island.
All doubt that Father Spielman, the Catholic priest, the ministered to the sick in Riverside Hospital, had laken the disease was removed yesterday. He has displayed all the symptoms of typhus.

The Health Board met as usual vesterday after-noon and discussed the outbreak of typhus among other things. A communication was received from the Police Commissioners in regard to the condition of lodgers in the police stations. The reply of Dr. J. D. Bryant, Chairman of the Sanitary Committee. ed to General Emmons Clark, Secretary of the Health Board, read in part as follows

The question of proper care of the class of unfortunate can be rationally considered from three standpoints. However, since the duty of this beard relates to the miy come within its complete jurisdiction scope of this connect will be the sanitary policy shows. Two plans of action new lemand attention: First, their accommedition in lodging classed as follows: Laborers, 25,400; farmers, 3,100; forms, and, second, their prompt committal to institutions fishermen, 841; mariners, 461; mechanics, 2,802; rooms, and, second, their prompt committal to institutions fishermen, 841; mariners, 461; mechanics, 2,802; moder the control of the Department of Public Charities

The latter plan contemplates removal to the workhours in Blackwell's Island, in which institution they will be bliged to remain for a certain time, and perhaps cauted to labor in separate details in one or more of the institu-ons of the Department of Charities and Correction. As ions of the Department of Charles a consection on unsaritary arrangement ought to arise in connection with their immediate surroundings after reaching the size of the consection of the consect others with whom they hay be brought in contact? It recents to me that the prompt committal now of this class of persons to the workhatze would havite quickly the danger of general infection of typhus, not only of the inmates of he workhause itself, but also those of other bey are permitted to associate with others. The expense of the proper segmention, isolation, watching, housing and edding would be comparatively excessive and attended eth little if any concomitant remoneration. I am of the plain that a safer sanitary plan be employed for the renament of these unfortunate creatures than of comthem to the almshouse of the city.

PATRICK MITCHELL IS GASPROOF.

AN ATTEMPT TO KILL HIMSELF, AND THEN FIGHTS WITH A POLICEMAN.

Of all the prisoners over taken into the Past Twenty nd Sircet Police Station the strangest was prob ddy Patrick Michell, who comes from Waterbury. conn., and was yesterday found at the Compton House Twenty-fourth-st, and Third ave. Now he is in the insane pavillon at Bellevue Hospital, charged with goods, \$347,734; woollens, \$108,839; flour, \$202,137; insane payallon at helicyne Hospital, charged with attempting solcide. Mr. Mitchell will be obliged to grain and feed, \$372,264; groceries and provisions, adopt a new mathed of graph terret. Show he may tries to take his life. He is absolutely gasproof.

Between 9 and 10 o'clock on Tue-day night
Mitchell, who is employed by the Waterbary Clock Company, and enjoys a good reputation as a workann, went to the Compton House and asked for room. Three hours later a young couple who ha just entered the hotel, noticed a smell of gas from Mitchell's room, and called the porter. Policeman Keating broke into the room and, as he crossed the threshold, Mitchell, still lively as a cricket, jumped nt of bed and yelled: "You wouldn't let me die."

Every crevice in the room had been carefully stopped up with fragments of Mitchell's underclothing. The gas, turned tall on, had filled the roem for more than three hours, and Mitchell had inheled it. Yet there he was, height and ready to fight any policeman in the precinct. That he had intended to die was shown by a letter that lay on the table. In that he that his brother, a brassworker, o East Sixteenti-st., would pay his uses, with the policeman and sergeant expenses. With the pollecman and sergeant Has-nocker, Mitchell walked to the station, and there said: *I'm tired of living. But, sergeant, I can stand more gas than any man living. Last week I tried to kill myself with gas in Eighteenth st., where I had a fornished roun. I had the gas turned on the whole night. The landlady put me out in the morning."

United States. Of specie, the record of 1800 shows that \$1,829,222 was imported and \$13,675 exported. The value of imports received from can Francisco was in 1889, \$4,636,896; it 1890, \$5,007,791. The value of exports to San Francisco was, in the years meationed, \$14,093,730 and \$12,390,127, respectively. Of the exports to San Francisco in 1869 there were 10,787,100 pounds of rice, 2,33,015,700 pounds of sugar and 97,518 pounds of collec.

The cost of running the Hawaiian Government for two years can be seen from the following items and amounts; Civil list, \$72,800; permanent settlements, \$5,800; legislative and privy council, \$15,300; junification of the following items and amounts; Civil list, \$72,800; permanent settlements, \$5,800; legislative and privy council, \$15,300; junification, \$2,244,179; Department of Finance, \$751,312; Department of Attorney-General, \$40,000. The Hawaiian receipts for the year ending March 31, 1891, amounted to \$2,833,810, Customs alone brought to the treasury during year \$1,030,816.

The following table shows the commercial progress of Hawaii for the years mentioned:

\$5,000 the properties of the reasury during year \$1,030,816.

The following table shows the commercial progress of Hawaii for the years mentioned:

\$5,000 the properties of the reasury during year \$1,030,816.

The following table shows the commercial progress of Hawaii for the years mentioned:

\$5,000 the properties of the rice and singing war songs. The hostiles number 200 Erales. They are making preparations for something. The police are making preparations for something. T

indred-and-twenty-first-st. and Madison-ave., t Mrs. M. P. Angus, the superintendent, invite all interested in the department to be present and criticis the work, which will be displayed in the lecture-room, bot the work, which will be displayed in the lecture-room, both this afternoon and evening. A kindergarten department was organized in December, and the children are making great progress under the supervision of a recent graduate from a kindergarten institute. The boys' department will have an interesting display of their cane-seafing work. There are 625 names of children on the rehosi register, and the average attendance at instruction last year was 279. The regular monthly meeting of the Onio Society will be held at No. 236 Fifth-ave, on Monday evening.

The Xaxier Ethical Society, will meet at No. 30 West.

be held at No. 239 Fitth-ave, on Monday evening.

The Xavier Ethical Society will meet at No. 39 West
Fifteenth-st. to-sight. An essay on "Future Probation"
will be read by J. J. Cadigan, and a discussion will fol-low, on: "Is There a Sauction of the Natural Law Beyond

The Quill Club will meet at Clark's, No. 22 West Twenty-third-st., at 5 p. m. on February 11. The them for discussion will be "What Is Your Pet Reform" The speakers will be the Rev. Dr. James M. King, or "The Separation of Church and State"; the Rev. Dr. Charles L. Thompson, "First Century Methods for Nine-teenth Century Christianity"; the Rev. Dr. Richard Wheatley, "The Application of Christian Ethics to Social Life": Charles M. Berg treaser, "The Curbing of Trusts" Robert Graham, "Temperance Reform," and La Salle Maynard, "Political Education for the Young." Herrmann's Theatre at 2:30 p. m. to-morrow.

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526, 528 and 530 West 25th St. PENNSYLVANIA FLOODS SUBSIDING.

DAMAGE SLIGHT AND THE DANGER AVERTED-RAILROAD TRAVEL RESUMED.

Pittsburg, Feb. 8.-The rivers are again receding with 20 feet 6 inches on the marks at noon. the highest point many houses were flooded in Alleny, Sharpsburg and the South Side, and numerous mills and factories along the river-fronts suffered from the water entering the fly. The damage, however, was slight, and all danger has passed. Trains on all roads are running again.

Lockhaven, Penn., Feb. 8.-An ice gerge several miles in length formed in the Susquehanna River a few miles west of this city yesterday and interrupted travel over the Philadelphia and Eric Rallroad last night. This morning the gorge broke and passed this city without doing any damage, but gorged again at Linden, twenty-two miles east of here. No danger is feared here from backwater. Travel was resumed on the railroad again this morning. The ice was the heaviest in years, but did less damage than usual.

Cleveland, Feb. 8.-There is a strong current and high water in the Cuyahoga River, causing fear of a flood. A big ice gorge has formed near Bedford, a suburb, and the entire country sur. ound ng 1: flooled. An immense gorge has also formed near the weigh lock, and a number of large nanulacturing companies in that vicinity are preparing to move out, should the flood come. It is thought, however, that the danger has been temporarily averted by the cold.

SEVERE WEATHER IN TEXAS.

Denison, Tex., Feb. 8.-The severest weather experienced in this section for twenty years is prevail-The thermometer registers zero. In one hour last evening there was a change of 46 degrees in the All of the watercourses were frozen, afford ing excellent skating. A Checiaw Indian who left this city while intoxicated for his home on the Bine

of Colbert shortly after. San Antonio, Tex., Feb. 8.—Yesterlay a norther be gan blowing here, and within two hours the tempera ture fell from 80 degrees to 30 degrees above zero. The severe change of weather will damage the fruit prospect. Peach, pear, apple and plum trees have been in bloom for ten days. Cattle will not suffer, as there is an abuildance of grass. The norther has ext aded as far south as Monterey, Mexico.

San Angelo, Tex., Feb. 8-It has been sleeting heavily here since yesterfay morning, with no indica tion of abeting. Cattle and shep are in fine shape, and will probably not suffer from the storm. The ther-mometer is down 17 degrees below freezing, the cold-est this winter.

A SCARCITY OF SOFT COAL IN CHICAGO.

Chicago, Feb. 8 (Special).-The mercury rose again to-day and this evening is about 15 above zero. There is no promise, however, of anything settled in ip in the Northwest behind the thaw. Chicago is on the verge of a serious soft coal familie. For two months the supply has been constantly decreasing. Dealers assert that they had plenty on the way from the mines, but that the railroads during the severe cold weather and snow blocksdes made a pracend ordering the dealers to send in their bill. was all very well in its way, but it didn't fill Chiago denters' orders. The coal bunkers of many of the large downtown business blocks are almost destitute of soft coal. Elevator accommo lations have had to be cartailed by reason of collect fires in some of the tollers, and in some blocks steam pressure was not sufficient to heat the upper stories. In the Ainms Express building this frerucon the elevators had to be stopped and the steam heat shut off. Little work was done by the tenants of the offices. Coal dealers are making every effort to bring the railroads to a realizing sense of the necessities of the city.

GAME KILLED BY COLD IN VIRGINIA. Distanced. Va. Feb. 8.-11 is feared that the freezy as resulted in great damage to the game in the surrounding counties. Partridges are reported to have frozen in whole coveys, and hares have frozen and starved in large numbers. Polk Miller, the pre-ident of the Virginia Field Sports Association, has published of in Alasana and a circular requesting farmers to feed the game, and the association will pay for it; also to trap and save all the birds possible. A great many pareridges have been shipped here, and Mr. Miller is taking care of them. They will be illerated to different parts of the Sate as soon as the weather becomes setted.

TWO MEN PROZEN TO DEATH IN MANITORA. Winnipeg, Man., Feb. 8 .- thules Merrifold, af Firer perished during the bilizzard lest week, and word was received here last night that a Hebrew pedler of Win-nipeg has been from a frozen near Gretna.

A STREET RAILWAY DEAL IN BOSTON.

PHILADELPHIA AND NEW-YORK MEN TRYING TO BUY THE WEST END RAILWAY.

Poston, Fab. 8 (Special), - Doston capitalis's for the

last year or two have been making large investments

n street railways in nearly all sections of the coney. They have been led into these investment brough the fact that Boston is the headquarters of the Thomson-Honston Company, the leading manuacturers of electrical appliances, which are working such remarkable changes in the fiscal operations of street railways. But while placing these investments in other cities, there are indications that a deal is under way by Philadelphia and New-York expitalists here at home which may exceed in magnitude any transaction becaulth referred o, nothing less, in fact, than the control, in part at least, of the West End Street lfullway. According to sources entitled to credit the capitalists interested in what is called the North horo Traction Company are negatiating for the pur chase of the big block of West End Railway commotick owned by the West End Land Company. The West End Land Company was the promoter of the West East Rallway Company, and its annual report, 400 shares of the common stock of the West End Rallway. The stock was quoted yesterday at \$70 share, or just about \$4,500,000 aggregate value for the stock in question. It is presumed that if the traction people purchase this block they will deire enough more to control the West End, and this s supposed to be the real object in view, as there are \$9,085,000 of the common stock and \$6,400,000 of the preferred stock, all having a voting power, the preferred commanding a premium of 72 per cent and the common 40 per cent.

A FATALITY ABOUT THE PROFESSORSHIP.

A singular series of coincidents was brought to light n connection with the death of Professor John H. Worcester, Ir., of the chair of systematic theology in Union Theological Seminary, after the funeral on Tuesday. Upon Professor William G. T. Shield's resignation of the chair, some time ago, Professor Louis F. Stearns was invited to take the chair, but he declined. Professor Stearns died not many months afterward. Then the Rev. Dr. Henry Van Dyke, of Brooklyn, accepted an election to the chair, but died before taking up the work. Dr. Worcester was then called, and left his Chicago pastorate to take up the work, but he has been permitted to occapy the chair only a short time.

When Professor Worcester was first taken ill, he

called in a New-York City physicism, who soon had to give up his practice and who has since died. At Lakewood, N. J., Dr. Worcester's physician was exceedingly hopeful at first, but before Dr. Worcesters, death he beformed Mrs. Worcester that he considered her husband's case hopeless; and within tweive hours of that time the physician died and Dr. Worcester's death soon followed.

THE OLD COLONY PURCHASE.

TERMS ON WHICH THE " DEAL" WAS BASED.

THE COST THE CONSOLIDATED ROAD ABOUT \$271,000-CONCORD AND MONTREAL MAY

BE TAKEN IV.

Boston, Feb. 8.-The Old Colony-New-Haven com bination has been the topic on the street to-day. Old Colony opened 1 1-2 lower than yesterday at 201, rose to 213 and settled back to 210 again. The cost to the New-York, New-Haven and Hartford of the control of the Old Colony is figured in this way At 259, less rights, New-York, New-Haven and Hart ford stock figures at 232. Nine shares amount to \$2,088, and as ten shares of Old Colony get nine shares of New-Haven, this makes Old Colony figur in the deal at practically 209. There are 135,675 shares of Old Colony stock, calling for the Issue of 122,107 1-2 shares of New-York, New-Haven and Hart ford. Ten per cent on this is \$1,221,075. The 7 per cent paid by the Old Colony is \$949,525, making

the difference \$271,550, which appears to be the increased annual dividend charge to the New-York, New-Haven and Hartford, and may be put down as the cost to it of securing the Old Colony. figured another way, the Consolidated road will pay nine-tenths of the dividend on its own stock to the Old Colony stock. This is 2 per cent more than the latter had been getting and 2 per cent on 135,-675 shares is \$271,350. The union is to count from January 1, 1893, but

the New-Haven actually takes possession on July 1. Meantime it is hoped to obtain legislative sanction for the exchange of stock. No legislation is required to lease the Old Colony, but the exchange of stock requires the consent of the Legislature.

President Choste, of the Old Colony, could not be

seen to day. He came downtown and immediately shut himself in his office with the directors. Journal's? Concord correspondent alludes to the possibility that the New-Haven may lease the Concord and Mentreal. He says that the officials of that road have made advances to the New-Haven people, and that it only remains for the latter to accept terms for the Concord and Montreal to be taken into the New-Haven camp.

The announcement of the success of the New-

York, New-Haven and Hartford in securing the control of the Old Colony Railroad, has excited a variety of comments among railroad men. It is considered a severe blow to the amtitious schemes of the Philadelphia and Reading Raliroad in its excursion into territory east of the Hadson River-schemes which excited the animosity of powerful financial interests that have long covered exclusive domination in the railroads of New-England. Little public comment was made by leading New-Haven Railroad interests. Channeey M. Depew, who is a director of the New-Haven, was in such good humor that he chose to take an extremely philosophical view of the situation, even stating that he had heard that the New-York and New-England people were immensely pleased with the "deal." J. Perpont Morgan said that the terms of the trangaction as published were correct. He added: "It is a great thing for both companies." The Old Colony deal fastens new attention upon the New-York and New-England property. Its fate now remains a more pleasing object of speculation in the stock market than ever. The annual meeting next month is necessary to determine the question of owner-ship. The friends of Charles Parsons say that they control 75,000 shares, while Mr. Pickeed and the Reading interest declare that they hold 60,000 shares. It is extremely doubtful that the two interests are in strict harmony. It is evident that a narrow turn in holdings would give the control to the Vanderbilt New-Haven people if Mr. Parsons could be persuaded that it was to his relyal. There is little doubt that the New-England Railfond situation is tending directly toward consolidation, but it is not impossible that before this is accomplished there may be important changes in the management of the Philadelphia and Reading.

ADVANTAGES OF THE AMALGAMATION. a severe blow to the ambitious schemes of the Phila

ADVANTAGES OF THE AMALGAMATION. A NEW-HAVEN OFFICIAL TELLS WHY HIS COM-

PANY EOUGHT THE OLD COLONY. New Haven, Feb. 8 (special).-An official of the Consolidated road makes this statement regarding the purchase of the Old Colony: The New-Hayen Company possesses the only feasible

The New-Haven Company possesses the only feasible it entrance from New-England and into the city of wall extrance from New-England and into the city of New-York, but at its three castern termini it supplies facilities for separate competing Boston lines, so that there are practically three independent routes over its rails to Boston, each demanding the best facilities and each insisting that its rivals shall receive no benefits in

which it does not participate.

The roll travel between Boston and New-York alone is not of sufficient volume to warrant the present express thain service (fourteen trains each way daily), and the two re-ently added limited trains, which carry few others than through passengers, make return of revenue barriy sufficient to meet the expense of their operation. To go on, therefore, providing two or three additional trains over the addition of one has become too great a burden upon all the lines, and it is apparent to the New-Haven management that the concantly increasing public demand for better and faster service between Boston and New-York can be successfully met only by such consolidation of its interests with those of one of its

the most advantageously rade the New-England rood was found to be whotly ineligible, for the reason that the New-Haven road already possesses the most direct route to New-York from the thirteen most important places upon the New-England's line, and the latter could therefore containing little tradition. tribute little traffic to the united interest that the New-Haven read does not already more satisfactorily accommo date. The excellently managed and equipped Boston and Albany road interchanges with the New-Haven at four important junction points a large amount of valuable traffic, and they form an exceptionally favorable Boston and New-York line, but the former has greater and more impertant York line, but the former has grotter and more important traille relations with its Westeen connections at Albany, in which the New-Haven road has practically no interest. The New-Haven management therefore turned its attention to the third of its Eastern allies, the Old Colony, with which it connects at Pravidence only forty-four miles from Bostony and with which it already interchanges the larger portion of its Boston freight and passenger traffic. The Oll Celony has about 600 miles of railroad, and oper-The Oil Celony has about the limite of raincas and against at a large fleet of passenger and freight steamers between Fall River. Newport and New-Bedford and New-Yers, carrying a very large proportion of the through table between New-Toris and Boston and points in Eastern New-England. Its findle is kindred to that of the New-Haven road, and the present interchange, which is very large and valuable, can by joint management be greatly increased so as to more satisfactorily serve public convenience and at

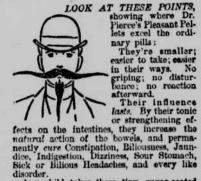
the same time augment the joint revenue. The New-Hayen's interest in the Providence and Ston-inston Steamship Company can also be so united or allied with like interests of the Old Colony in the Fall River with like interests of the Old Colony in the Fail River line as to produce beneficial results. One of the first pub-ile benefits likely to result from the amalgamation will be the shortening of time of one or more of the Shore Line express trains between New-York and Boston, and with completion of the double tracking now under way on the New-Lendon division and of the improvements arranged for at Providence, the whole Shore Line service will be materially increved.

PENNSYLVANIA OFFICIALS PLEASED.

Philadelphia, Feb. 8 (special).—Pennsylvania Railroad officials are jubilant over the absorption of the Old Colony by the New-York, New-Haven and Hartford. All the Pennsylvania Railroad freight to Beston and New-England points is shipped over the Old Colony road. The deal means that the amicable relations between the two companies will continue, and the present freight agreement be maintained. If the Reading had secured control of the Old Celeny the Penasylvania would have been practically shut off from New-England p ints, except under such restrictions as the Reading might choose to impose.

CONSIDERING TRAFFIC QUESTIONS.

There was a full attendance at the meeting of the joint committee of the trunk lines at the Central Traffic Association yesterday. The most important subject considered was the eastbound freight rate situation. Commissioner Aldace F. Walker made a long report on the efforts that had been made in Congress to secure



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modification of the Interstate Commerce law so all to permit railroad pooling. Colonel Walker took the view that the defeat of the attempt at amendment left little chance in the future for the legislation hoped for. The roads were therefore thrown upon their own resources in the matter of trying to provide ample measures for the maintenance of rates. A long discussion followed upon this subject, but it finally closed with a reaffirmation of the resolutions of the president of November 17, placing in the Lands of Commissioners Walker, Blanchard and Goddard rate-making control that would be exercised so as to secure to each road its fair proportion of the total tennage. The commis-sioners had already prepared temporary figures of percentage upon which it was hoped a substantial pool could be built, in case needed Congress legislation was

secured. As it is now these percentages and to the Con-confirmed, but they may serve as a guide to the Con-confirmed, but they may serve as a guide to the Conmissioners in their future manning the likes lead-preserve the "balance of power" among the likes lead-from Chicago and St. Louis. east from Chicago and St. Louis, reports made as to the cond-

tion of eastbound rates were encouraging, and it is hoped that even without the power of a legislate pool the Commissioners may be able to preserve stability in rates for shippers and reasonable profits for the railroads.

The question of controlling or abolishing commissions on passenger business in Central Traffic Association territory was taken up, but it was so full of disputed points that it was referred to a special committee which will report to day to the general meeting.

THE READING AND THE DREXELS. THEIR FORMER CLOSE RELATIONS SAID TO HAVE

BEEN STRAINED TO THE BREAKING POINT. Philadelphia, Feb. 8.-"The Evening Telegraph" says: "For some weeks on impression has existed in financial circles that the relations between the manage-ment of the Reading Railroad and the Lanking house of Drexel & Co. have become somewhat strained, and that hereafter the Reading would have to look elsewhere for the financial backing which in the past it bas been wont to receive from the Drexels. It is some years now since the firm of Drexel & Co. first became associated in the public mind with the interests of the Rending company, and until a comparatively recent date the relations between the banking house and the railroad company have been of the most intinate

"The first intimation that these friendly relation had become strained was the outcome of President McLeod's now well-known policy of seeking for new worlds to conquer. His capture of the Boston and Maine Railroad was regarded as a move threatening to the extensive interests of the Vanderbilts in the New-England States, and, as the Vanderbilt's financial representative is none other than J. Pierpont Morgan, it began to be noised about that Drexel & Co. had not been consulted upon the subject. This impression was confirmed when by a sensational coup President McLeod and his new associates secured the Connecti cut River Line just as it was about to be turned over to the New-York New-Haven and Hartford, a Vander-bill line, in which Mr. Morgan is heavily interested. It is now no longer a secret that the Reading and the Vanderbilts are fighting a battle royal in the New-England States, and it is not doubted that Mr. Morgan, a member of the firm of Drexel & Co., is an active

participant upon the Vanderbilts' side.

"But these are not the only indications of a breach between the Reading and the Drexels. When money was needed recently to pay the interest on the preference income bonds it was not forthcoming in this city, and it was Messrs. Speyer & Co., of New-York, who supplied the required funds. This announcement creuted a good deal of surprise, as it had been contained that the money would be obtained generally expected that the money would be obtained from Drexel & Co., and it then began to be believe that speyer & Co. would hereafter be the Reading's

"Another indication of the course of events was contained in the recent statement that the Reading 7 per cent mortgage bonds, maturing next October would be extended for sixty-five years at 6 per cent. While it is not yet known with what firm the errange Posten connections, as will result in an increase of the combined revenue and in an ability to supply its customers those benefits derivable from a single instead of a divided management of the through service.

In considering with which Beston line this union could amoundement that presents co. and starting and controlled by the company has been conducted through other responsible firms, and the Drexels have had no share in the business, as they formerly did. It is now amounted that Drexel & Co. have offered to exchange for the \$750,000 G per cent bonds of the Western Fennsylvania Railroad maturing in April new morting 4 so of the same read, taking the 6s at par and accrued interest to April 1, and charging 191 and necrued interest for the 4s. The Western Pennsylvania is a leased line of the Pennsylvania system."

TO PUBLI GEORGIA CENTRAL REORGANIZATION.

Yesterday was the first day on which the Mercantile Trust Company was prepared to receive poel's of securities of the Central Railroad and Bank ing Campany of Georgia under the plan of reorganizathe directors and underwritten by an influential banking syndicate. No official statement of the deposits was made, but it is not expected that there will be any large acceptances of the plan by the deposit of securities at the start. less be many bondholders who will await the reply of Drexel, Morgan & Co on the question of that firm's taking up the reorganization of the Richmont Terminal system before committing themselves to the Georgia Central reorganization. It is generally believed in Wall Street that, should Drexel, Morgan & Co. undertake the Richmond Terminal reorganiza tion, the relations with the Georgia Central would be amicably adjusted, but the reorganization of the latter company stands on its own merits, and it will be justed to a conclusion herespective of the other scheme.

MINE OWNERS AGAINST RAILROAD.

Cheyenne, Wyo., Feb. 8 .- The private mine owners of the coal mines along the Union Pacific system have declared war against the Union Pacific's raise of coll freights, and Senator Holliday has introduced a bill in the Legislature similar to the law in operation it Kansas, providing for the appointment of road Commissioners, with power to fix uniform rates for passengers and freight. Under Jay Gould's plans an order was issued by S. H. H. Clark January 15 reducing the price of coal at the mines 25 cents a ton and adding the amount of deduction to the freight tariff. Private mine owners say that this means the closing of their mines and the discharge of 500 di their employes at Rock Springs and other towns; that it wipes out the value of their properties. Mr. Clark says that the new rate is absolutely necessary to make the road pay, and will oppose any effort of the private owners in the direction of legislation.

GOVERNOR TILLMAN'S WAR ON THE RAILROADS. Charleston, S. C., Feb. 8.-The war betweef the Federal Court and the county sheriffs and treasurers, acting under the Governor's directions, which involved the question of the taxation of railroads, assum another and more aggressive phase to day. The deputy marshals who were charged with serving the wri for contempt and injunctions on the sheriffs of Aiken, Abbeville, Anderson and Newberry counties, have returned and report that the sheriffs refuse to sarrender the property of the railroads levied upon by them under Governor Tillman's orders. In court today an order was signed advancing the dates to which the original writs were made returnable from February 21 and March 8, respectively, to saturday, February 11, and Monday, February 13, respectively. The first case to be heard is that in wisco the south Carolina Railway is a party. This case will be heard on Saturday. The Richmond and Danville suits will be heard on the Monday following.

GENERAL BEAUREGARD SERIOUSLY ILL. New-Orleans, Feb. 8.-General G. P. T. Beauregard is seriously ill at his home in E-planade st. Heart disease is the cause of the trouble, and while he was reported somewhat better at 2:45 this morning, the

complaint is dangerous, especially to a man of the General's age. Vesterday he was unable to attend to his official duties and at a late hour last night rumous of his death were prevalent, which, however, were without foundation. Very cold at Niagara Falls. Ice effects wonderful.